

SEVENTY-FOURTH

ANNUAL REPORT OF THE BOARD OF DIRECTORS

OF

THE MICHIGAN CENTRAL RAILROAD COMPANY

TO THE STOCKHOLDERS

FOR THE YEAR ENDED

DECEMBER 31, 1919



DETROIT  
MICHIGAN

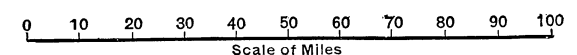




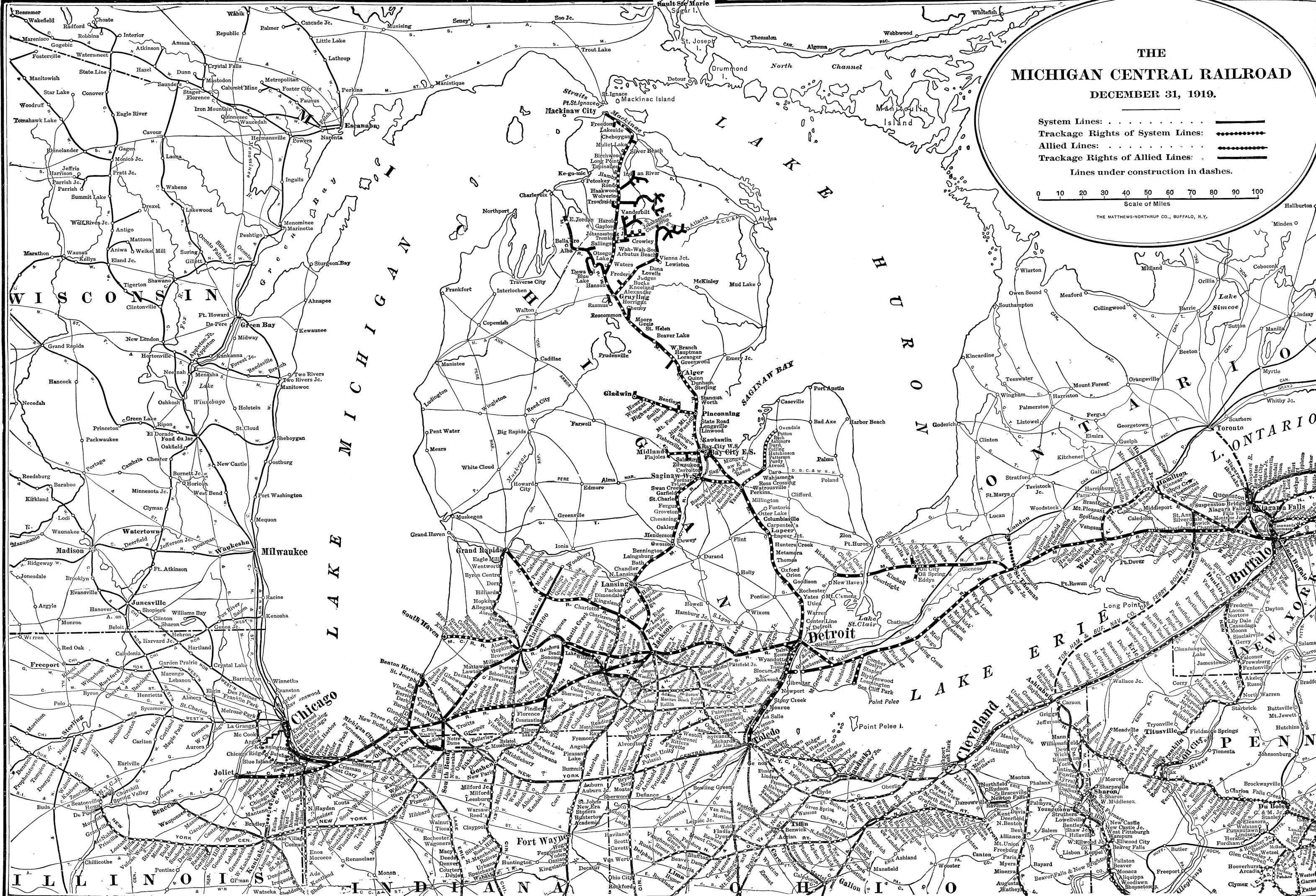
# THE MICHIGAN CENTRAL RAILROAD

DECEMBER 31, 1919.

- System Lines: . . . . .
- Trackage Rights of System Lines: . . . . .
- Allied Lines: . . . . .
- Trackage Rights of Allied Lines: . . . . .
- Lines under construction in dashes.



THE MATTHEWS-NORTHROP CO., BUFFALO, N.Y.



SEVENTY-FOURTH  
ANNUAL REPORT OF THE BOARD OF DIRECTORS

OF

THE MICHIGAN CENTRAL RAILROAD COMPANY

TO THE STOCKHOLDERS

FOR THE YEAR ENDED

DECEMBER 31, 1919

DETROIT  
MICHIGAN

ORGANIZATION OF  
THE MICHIGAN CENTRAL RAILROAD COMPANY  
DECEMBER 31, 1919

DIRECTORS

Elected at the annual meeting of stockholders held at Detroit, Michigan,  
May 8, 1919

HENRY B. LEDYARD, *Chairman*

WILLIAM K. VANDERBILT	WILLIAM K. VANDERBILT, JR
FREDERICK W. VANDERBILT	HENRY RUSSEL
CHAUNCEY M. DEPEW	HAROLD S. VANDERBILT
WILLIAM ROCKEFELLER	EDWARD S. HARKNESS
SAMUEL MATHER	ROBERT S. LOVETT
GEORGE F. BAKER	ALFRED H. SMITH*

\*Appointed May 28, 1919

FINANCE COMMITTEE

WILLIAM K. VANDERBILT, JR	WILLIAM ROCKEFELLER
GEORGE F. BAKER	ROBERT S. LOVETT
HAROLD S. VANDERBILT	

CORPORATE OFFICERS

President	ALFRED H. SMITH	New York
Vice President	JOHN CARSTENSEN	New York
Vice President	ALBERT H. HARRIS	New York
Vice President	GEORGE H. INGALLS	New York
Vice President and General Counsel	HENRY RUSSEL	Detroit
Secretary	DWIGHT W. PARDEE†	New York
Assistant Secretary	EDWARD F. STEPHENSON	New York
Treasurer‡	MILTON S. BARGER	New York
Assistant Treasurer	HARRY G. SNELLING	New York
Assistant Treasurer	EDGAR FREEMAN	New York
Comptroller	WILLIAM C. WISHART	New York
Assistant Comptroller	LEROY V. PORTER	New York
Corporate Chief Engineer	GEORGE A. HARWOOD	New York

The annual meeting of stockholders for the election of directors is held in the city of Detroit, Michigan, on the Thursday following the first Wednesday in May.

† Deceased February 21, 1920; succeeded by Edward F. Stephenson.

‡ *Treasurer*, (title changed to General Treasurer, March 1, 1920) *Grand Central Terminal, New York*, transfers stock and pays dividend on stock, transfers and pays interest on bonds.

*Guaranty Trust Company of New York*, pays interest on equipment trust certificates of 1907, 1910, 1912, 1913 and 1917. *Philadelphia Trust Company of Philadelphia*, pays interest on equipment trust certificates of 1915.

# REPORT

To the Stockholders of

## THE MICHIGAN CENTRAL RAILROAD COMPANY:

The Board of Directors herewith submits its report for the year ended December 31, 1919, with statements showing the results for the year and the financial condition of the company.

The operation and maintenance of the company's road were continued under Federal control during the year 1919, the mileage covered having been as follows:

	Miles
Main line and branches owned	1,182.97
Line jointly owned	.71
Leased lines	578.35
Lines operated under trackage rights	100.03
Total road operated (as shown in detail on another page)	<u>1,862.06</u>

As compared with the previous year this is an increase of 29/100ths of a mile, accounted for by placing in service during the year 13/100ths of a mile of additional tracks constructed on the Detroit Belt Line Branch; an increase, account of remeasurement, in leased line of 19/100ths of a mile; and a decrease of 3/100ths of a mile in trackage rights on the Grand Trunk Railway at Battle Creek.

Federal control of the property of this company continued during the year 1919 under the contract of December 27, 1918, providing for the payment of an annual standard compensation. On December 24, 1919, however, the President of the United States issued a proclamation relinquishing from Federal control, effective the first day of March, 1920, at 12.01 o'clock a. m., all railroads, systems of transportation and property of whatever kind taken or held under such Federal control and not theretofore relinquished, and restoring the same to the possession and control of their respective owners.

Prior and subsequent to the President's proclamation, Congress was actively engaged in the consideration of legislation to meet the railroad situation in its various phases, including such provisions as would protect the carriers during the transition from Federal to private control. Ultimately there was passed the Transportation Act approved February 28, 1920, the essential features of which are as follows:

- The provision of means and machinery for transferring the properties.
- The funding of the carriers' indebtedness to the United States.
- The continuance of rates in effect until September 1, 1920.
- Guaranty to the carriers for six months after the termination of Federal control.
- Arrangements for new loans to the railways during the transition period.
- Provision for railroad boards of labor and an adjustment board as a means of settling disputes between the carriers and their employees.

*Annual Report*

The Transportation Act also includes amendments to the Interstate Commerce Act which, among other things, direct the Interstate Commerce Commission to establish rates which will be adequate to provide the carriers, as a whole or within such rate groups as the commission may fix, with an aggregate annual net railway operating income equal to a fair return upon the aggregate value of their property and for the two years beginning March 1, 1920, a sum equal to 5½ per cent per annum on the aggregate value of their properties and in the Commission's discretion an additional one-half of one per cent for improvements. The Act amends the Interstate Commerce Act by making provision for consolidations, mergers and pooling under certain limitations, for joint use of terminals, for the regulation of security issues, and, in addition, delegates to the Commission numerous other powers.

Section 209 provides, among other things, as follows:

"With respect to any carrier with which a contract (exclusive of so-called co-operative contracts or waivers) has been made fixing the amount of just compensation under the Federal Control Act, that the railway operating income of such carrier for the guaranty period as a whole shall not be less than one-half the amount named in such contract as annual compensation, or, where the contract fixed a lump sum as compensation for the whole period of Federal operation, that the railway operating income of such carrier for the guaranty period as a whole shall not be less than an amount which shall bear the same proportion to the lump sum so fixed as six months bears to the number of months during which such carrier was under Federal operation, including in both cases the increases in such compensation provided for in Section 4 of the Federal Control Act."

The Act further provides that:

"This section shall not be applicable to any carrier which does not on or before March 15, 1920, file with the Commission a written statement that it accepts all the provisions of this section."

On March 10, 1920, the Board of Directors authorized the execution and filing of the company's written statement accepting the provisions of Section 209. The effect of this will be that for the six months to September 1, 1920, the income of the company will be on the basis of the compensation paid by the government during Federal control.

In the early part of 1918, the Railroad Administration directed that an accurate separation of accounts should be made in order that those pertaining to the operations prior to Federal control and those relating to the operations by the Director General might be segregated. This entailed an exhaustive examination of the accounts in all departments. The corporate officers have kept in close touch with this situation and have employed examiners for the purpose of verifying the separation made by the Director General. The additional expense for these examiners has been more than justified through the correction of errors which otherwise would have operated to bring about a loss to the company.

During the year the Director of the Division of Capital Expenditures required the carriers to signify their approval, or otherwise, of projects contemplated by the Railroad Administration and they were further requested to furnish a statement as to the position of the corporations in regard to financing. With the exception of some few projects of a strictly corporate nature or which would not be inaugurated until after the end of Federal control, the Michigan Central Railroad Company advised the Division of Capital Expenditures that it was not prepared to finance the projects from its own funds or to furnish collateral whereby it might assume the charges to its capital account required to carry out the work. The result has been that in the main the improvement projects have been financed by the Railroad Administration. In due course this company must arrange to reimburse the Director General for the amounts advanced by him in this connection, which, from January 1, 1918 to the end of 1919, approximated \$9,200,000.



*The Michigan Central Railroad Company*

There was no change in the capital stock of the company during the year.

The funded debt outstanding on December 31, 1918, was \$52,178,418 34

It was increased during the year by the sale of Michigan Central Railroad Equipment Trust of 1917 certificates amounting to 7,800,000 00

\$59,978,418 34

It was decreased during the year by payment of installments on account of equipment trusts as follows:

N Y C Lines Trust of 1907, due November 1, 1919	\$260,425 45	
N Y C Lines Trust of 1910, due January 1, 1919 and 1920	787,920 88	
N Y C Lines Trust of 1912, due January 1, 1919 and 1920	303,421 80	
N Y C Lines Trust of 1913, due January 1, 1919 and 1920	524,719 08	
M C R R Trust of 1915, due October 1, 1919	300,000 00	
Michigan Central—Jackson Lansing & Saginaw 3½% gold bonds of 1951 purchased and cancelled by the Trustees of the Land Grant fund of the Jackson Lansing & Saginaw Railroad Company	8,000 00	2,184,487 21
Total funded debt outstanding December 31, 1919		<u>\$57,793,931 13</u>

As stated in last year's report, the company had issued \$3,848,000 of its equipment trust certificates of 1917 bearing interest at 4½ per cent per annum. However, owing to the market conditions, the company, having been unable to sell the certificates at the minimum sale price fixed by the State Railroad Commission having jurisdiction, acquired them, as issued, by the means of short term loans for which the certificates were pledged as collateral. The Board on August 14, 1918 (contingent upon the approval of the Director General of Railroads and of the Railroad Commission having jurisdiction in the premises being obtained) authorized the surrender of all of said equipment trust certificates then outstanding and the making of a supplemental agreement with the Guaranty Trust Company of New York as Trustee, amending the agreement dated March 1, 1917 and leases made pursuant thereto, so as to provide that the certificates then outstanding or thereafter issued shall bear interest at the rate of 6 per cent per annum. The necessary approvals having been obtained, \$7,800,000 of certificates, being all of those originally issued, less those which had matured on March 1, 1918 and March 1, 1919, were exchanged for certificates bearing interest at 6 per cent per annum and were sold by the company. Of the amount realized \$7,385,228 was used to pay off the short term loans of the company for which the certificates had been pledged as collateral.

The changes in the property investment accounts for the year were as follows:

Additions and betterments—road

Expenditures by the Federal Manager	\$2,845,012 64	
Adjustments by the corporation, net credit	23,393 58	\$2,821,619 06

Additions and betterments—equipment

Equipment assigned to the M C R R by the U S Railroad Administration	\$3,517,257 29	
Expenditures by the Federal Manager less equipment retired and transferred	288,425 47	3,805,682 76

Improvements on leased railway property

Expenditures by the Federal Manager		186,031 49
-------------------------------------	--	------------

The net increase in property investment account during the year being \$6,813,333 31

## Annual Report

## SUMMARY OF FINANCIAL OPERATIONS AFFECTING INCOME

	Year ended Dec. 31, 1919	Year ended Dec. 31, 1918	Increase	Decrease
Compensation accrued for the possession, use and control of the property of this company and its leased lines:				
Compensation stated in contract	\$8,052,127 48	\$8,052,127 48		
Additional compensation accrued account completed additions and betterments	647,685 08	196,828 88*	\$450,856 20	
<b>TOTAL COMPENSATION ACCRUED</b>	<b>\$8,699,812 56</b>	<b>\$8,248,956 36</b>	<b>\$450,856 20</b>	
<b>OTHER INCOME</b>				
Income from lease of road	\$3,380 34	\$123 43	\$3,256 91	
Miscellaneous rent income	14,161 59	2,883 56	11,278 03	
Miscellaneous non-operating physical property	5,341 01	2,881 23	2,459 78	
Dividend income	497,218 28	487,540 00	9,678 28	
From funded securities	54,937 86	48,579 78	6,358 08	
From unfunded securities and accounts	279,355 10	162,428 18*	116,926 92	
Miscellaneous income	3,793 00	1,714 81	2,078 19	
<b>TOTAL OTHER INCOME</b>	<b>\$858,187 18</b>	<b>\$706,150 99</b>	<b>\$152,036 19</b>	
<b>GROSS INCOME</b>	<b>\$9,557,999 74</b>	<b>\$8,955,107 35</b>	<b>\$602,892 39</b>	
<b>DEDUCTIONS FROM GROSS INCOME</b>				
Rent for leased roads	\$2,783,598 46	\$2,774,022 11	\$9,576 35	
Miscellaneous rents	8,113 86	3,208 88	4,904 98	
War taxes accrued	719 59	81,566 38		\$80,846 79
Miscellaneous tax accruals	7,421 76	5,379 92	2,041 84	
Separately operated properties—loss	57,577 60	58,883 36		1,305 76
Interest on funded debt	2,389,972 30	2,077,363 38	312,608 92	
Interest on unfunded debt	1,615,304 29	1,282,387 40	332,916 89	
Amortization of discount on funded debt	30,934 77	22,482 24	8,452 53	
Maintenance of investment organization	2,344 54		2,344 54	
Corporate general expenses	146,699 41	71,605 54	75,093 87	
Miscellaneous income charges	19,880 39	8,645 02	11,235 37	
<b>TOTAL DEDUCTIONS FROM GROSS INCOME</b>	<b>\$7,062,566 97</b>	<b>\$6,385,544 23</b>	<b>\$677,022 74</b>	
	\$2,495,432 77	\$2,569,563 12		\$74,130 35
<i>Less</i> revenues and expenses applicable to the period prior to January 1, 1918, settled for account of the corporation by the United States Railroad Administration	2,428,203 27	2,021,705 41	\$406,497 86	
<b>NET CORPORATE INCOME</b>	<b>\$67,229 50</b>	<b>\$547,857 71</b>		<b>\$480,628 21</b>
<b>DISPOSITION OF NET INCOME</b>				
Dividends	†	\$749,456 00		\$749,456 00
<b>SURPLUS FOR THE YEAR CARRIED TO PROFIT AND LOSS</b>	<b>\$67,229 50</b>	<b>\$201,598 29†</b>	<b>\$268,827 79</b>	

\*Figures for 1918 restated for purposes of comparison

†Dividends in 1919, aggregating 4 per cent, charged to accumulated surplus

‡Deficit

*The Michigan Central Railroad Company*

BALANCE TO CREDIT OF PROFIT AND LOSS (FREE SURPLUS) ON DECEMBER 31, 1918		\$18,448,755 41
ADDITIONS:		
Net corporate income for the year 1919	\$67,229 50	
Profit on land and equipment sold	7,974 10	
Adjustment in legal expenses account of Detroit River Tunnel Company	40,223 95	
Sundry insurance indemnities collected	17,192 17	
Over-accrual in 1917 of Canadian war taxes	60,817 40	
Road property retired and not replaced	95,862 18	
Adjustments of various accounts	4,618 55	293,917 85
		<hr/>
		\$18,742,673 26
DEDUCTIONS:		
Dividends for the year, four per cent	\$749,456 00	
Advances, and interest thereon, to Toledo Terminal Railroad Company, for payment of interest on bonds, cancelled by judgment of the Supreme Court of Ohio	110,880 00	
Depreciation prior to July 1, 1907, on equipment retired during 1919	321,019 35	
Various adjustments of accounts	49,299 58	1,230,654 93
		<hr/>
BALANCE TO CREDIT OF PROFIT AND LOSS ON DECEMBER 31, 1919		\$17,512,018 33

The compensation stated in the contract and accrued as income for the possession, use and control of the property of this company and its leased lines remained at \$8,052,127.48. There was, however, accrued additional compensation in amount \$647,685.08 account of interest on completed additions and betterments (this being on cost of 1917 trust and government allocated equipment). There had been accrued in 1918 interest amounting to \$196,828.88 on trust and government allocated equipment placed in service during Federal control.

The increase in dividend income of the company of \$9,678.28 is due to an increase in the dividend rate from 5 per cent to 6 per cent on the capital stock of the Toronto Hamilton & Buffalo Railway Company.

The income from funded securities of the company increased \$6,358.08. This is due to interest on additional Liberty Loan bonds and interest on bonds of the Toledo Terminal Railroad Company received in 1919 to apply on certificates of indebtedness.

The increase of \$116,926.92 in interest from unfunded securities and accounts is mainly caused by the accrual of interest on unpaid compensation due by the Director General of Railroads.

There was no Federal income tax chargeable against the company in 1919, so that the account "War taxes accrued" shows a decrease of \$80,846.79, which was the amount charged in 1918.

Interest on funded debt shows an increase of \$312,608.92 principally due to interest on Michigan Central Railroad Equipment trust certificates of 1917 sold during the year.

The increase of \$332,916.89 for interest on unfunded debt is almost entirely accounted for by the interest accrued on deferred payments for equipment and other amounts due the government.

The increase in corporate general expenses of \$75,093.87 is due to the fact that in 1918 the outlay for only six months was included, while in 1919 not only were the full year's expenses included but the corporate organization reached its full development.

There was a charge against the corporation's income of \$2,248,203.27 in connection with lapover revenues and expenses applicable to the period prior to January 1, 1918 settled for account of the corporation by the United States Railroad Administration. This heavy deduction left but \$67,229.50 available for dividends. For this reason, although the usual semi-annual dividends were declared, they were charged to the accumulated surplus of the company.

*Annual Report*

In a suit by the Hocking Valley Railway Company against the Toledo Terminal Railroad Company the Supreme Court of Ohio held, that under the contract between the proprietor companies, the Terminal Company could not use its net earnings to pay advances made by such proprietor companies to pay its bond interest accruing prior to 1914 or interest on such advances. The effect of this decision was to render worthless this company's claim against the Terminal Company arising out of the advances in question and accordingly, \$110,880, representing such advances by this company, and interest thereon, was during the year charged off to profit and loss.

The company sold, during the year, 49 shares of stock of the Detroit Manufacturers' Railroad Company, leaving its holdings in the stock 1,757 shares out of a total of 3,000 shares issued.

The Lansing Manufacturers Railroad, which has a spur line at Lansing, Michigan, reaching a number of industries and connecting with the lines of both the Michigan Central Railroad Company and the New York Central Railroad Company, has been operated under a lease which expires in the near future. It being desirable to continue the operation of this line and an opportunity having presented itself to acquire the stock outstanding (\$100,000), the Board of Directors, on December 10, 1919, authorized the acquisition of one-half thereof, the New York Central Railroad Company acquiring the remainder. The companies also acquired in equal amounts \$18,000 of note indebtedness.

While throughout the country there is a general shortage of equipment your officers feel that your company has reasonably fulfilled its obligations to the public. During the years 1914-1919, inclusive, the company purchased 84 new locomotives, 65 new passenger-train cars and 13,192 new freight-train cars at an aggregate cost of \$26,086,900. Today this equipment would cost approximately \$51,691,800, or \$25,604,900 more than was paid for it.

Of the 2,000 freight cars and 30 locomotives allotted by the Director General of Railroads to this company there were delivered in 1919, 1,173 freight cars; these, together with the equipment delivered in 1918, complete the entire allotment of freight cars but leave 10 locomotives still to be delivered. Arrangements have been made by which the Director General is to take at par the 6 per cent equipment trust notes of the company, maturing in equal annual installments over a period of fifteen years, in payment for approximately 75 per cent of the cost of this equipment, and by which the remainder is to be paid to him by deducting the amount from the equipment depreciation and retirement credits arising in the company's favor under its standard contract with him.

The following appointments of officers and changes in the Board of Directors occurred during the year:

May 8, Mr. Robert S. Lovett elected a Director in place of Mr. Charles B. Seger, resigned.

May 28, Mr. Robert S. Lovett appointed a member of the Finance Committee in place of Mr. Charles B. Seger, resigned.

May 28, Mr. Alfred H. Smith appointed a Director in place of Mr. Horace E. Andrews, deceased, and elected President of the company, effective June 1.

November 1, Mr. George H. Ingalls appointed Vice President of the company in charge of traffic.

December 9, Mr. Harold S. Vanderbilt appointed a member of the Finance Committee in place of Mr. William K. Vanderbilt, resigned.

*The Michigan Central Railroad Company*

The Executive Committee on March 26, 1919, rescinded a resolution of the Board, adopted September 11, 1917, providing for a suspension of the pension rules for compulsory retirement at the age of 70 years, and restored in full force and effect, as of March 1, 1919, the original rule of the Pension Board.

In the operation of the Pension Department, 105 employees were retired and placed upon the pension roll. Of these retirements 86 were authorized because of the attainment of 70 years of age and 19 because of total and permanent physical disability. 34 pensioners died during 1919, and at the close of the year 359 retired employees were carried upon the pension roll. The average monthly pension allowance of these is \$24.94 and the total amount paid in pension allowances during the year was \$108,871.70.

On subsequent pages will be found the condensed balance sheet of the company as of December 31, 1919, and statements giving details of capitalization, expenditures for improvements to property, investments, equipment trusts, taxes, rentals of leased lines, equipment, etc.

There will also be found as an appendix to this report statements showing results of operations by the United States Railroad Administration during 1919 compared with similar results for 1918.

Appreciative acknowledgment is made to all officers and employees of their loyal and efficient cooperation and service.

For the Board of Directors,

ALFRED H. SMITH,

President.

## Annual Report

## CONDENSED GENERAL BALANCE SHEET, DECEMBER 31, 1919

## ASSETS

## INVESTMENTS

Investment in road and equipment			
Road and equipment to June 30, 1907		\$35,213,257	09
Road and equipment since June 30, 1907			
Road	\$34,060,048	68	
Equipment—trust	41,007,515	38	
Equipment—owned	1,699,260	59	
		<u>76,766,824</u>	65
Total investment in road and equipment			\$111,980,081 74
Improvements on leased railway property			
To June 30, 1907		\$823,773	76
Since June 30, 1907		2,053,479	41
		<u>2,877,253</u>	17
Deposits in lieu of mortgaged property sold			3,794 50
Miscellaneous physical property			690,478 65
Investments in affiliated companies			
Stocks		\$8,853,294	50
Bonds		825,200	00
Notes		821,407	56
Advances		1,107,772	97
		<u>11,607,675</u>	03
Other investments			
Stocks		\$15,004	00
Bonds		227,210	62
Miscellaneous		18,001	00
		<u>260,215</u>	62
Total investments			<u>\$127,419,498 71</u>

## CURRENT ASSETS

Cash		\$1,050,422	56
Special deposits		84,629	00
Loans and bills receivable		14,554	57
Miscellaneous accounts receivable		279,995	23
Interest and dividends receivable		261,702	59
Rents receivable			
Compensation due from United States Government		3,969,454	08
		<u>5,660,758</u>	03

## DEFERRED ASSETS

Working fund advances		\$2,902	23
United States Government			
Cash taken over	\$3,710,264	60	
Agents' and conductors' balances	4,490,837	59	
Material and supplies	8,148,997	02	
Assets December 31, 1917, collected	4,278,939	66	
Equipment retired	1,940,519	05	
Cash transferred subsequent to December 31, 1917	411,350	73	
Other items	1,400,174	60	
		<u>24,381,083</u>	25
Other deferred assets		4,329	66
		<u>24,388,315</u>	14

## UNADJUSTED DEBITS

Discount on funded debt		\$817,813	90
Other unadjusted debits		232,922	95
		<u>1,050,736</u>	85
Securities issued or assumed—unpledged (\$601,600)			
Securities issued or assumed—pledged (\$5,571,000)			
		<u>\$158,519,308</u>	73

*The Michigan Central Railroad Company.***CONDENSED GENERAL BALANCE SHEET, DECEMBER 31, 1919****LIABILITIES****STOCK**

## Capital stock

Book liability at date	\$18,738,000 00	
Held by or for carrier at date	1,600 00	\$18,736,400 00

**LONG TERM DEBT**

## Funded debt unmatured

Equipment obligations	\$17,011,931 13	
Mortgage bonds	33,148,000 00	
Miscellaneous obligations	7,634,000 00	57,793,931 13

**CURRENT LIABILITIES**

Loans and bills payable	\$14,450,000 00	
Audited accounts and wages unpaid	605,302 08	
Miscellaneous accounts payable	111,212 52	
Interest matured unpaid	56,872 50	
Dividends matured unpaid	4,680 00	
Funded debt matured unpaid	2,000 00	
Unmatured dividends declared	374,728 00	
Unmatured interest accrued	704,329 74	
Unmatured rents accrued	459,906 03	
Other current liabilities	1,210 95	16,770,241 82

**DEFERRED LIABILITIES**

## United States Government

Additions and betterments	\$9,196,853 56	
Revenues prior to January 1, 1918	589,295 82	
Corporate transactions	3,105,063 36	
Liabilities December 31, 1917, paid	10,622,127 59	
Expenses prior to January 1, 1918	3,843,676 31	
Other items	647,842 30	\$28,004,858 94

## Other deferred liabilities

296,385 72	28,301,244 66
------------	---------------

**UNADJUSTED CREDITS**

Tax liability	\$12,850 65	
Operating reserves	47,050 76	
Accrued depreciation—road	42,186 24	
Accrued depreciation—equipment	5,559,638 30	
Accrued depreciation—miscellaneous physical property	6,949 38	
Other unadjusted credits	7,275,025 59	12,943,700 92

**CORPORATE SURPLUS**

Additions to property through income and surplus	\$6,461,771 87	
Profit and loss—balance	17,512,018 33	23,973,790 20
		<u>\$158,519,308 73</u>

## Annual Report

## DETAIL OF EXPENDITURES FOR IMPROVEMENTS TO PROPERTY

*Improvement in station, yard and terminal facilities*

West-bound classification yard track scale, West Detroit	\$9,686 55	
West-bound classification, Junction yards	5,329 82	
Yard extension, Kensington	11,000 00	
New terminal yard, Niles	1,250,752 94	
New roundhouse and facilities, Battle Creek	10,559 26	
Coaling station, Palmer Avenue, Detroit	3,857 51	
Boilers in tank shop, Jackson	212,003 49	
New engine terminal and facilities, Niles	675,367 71	
Steel car repair shop, West Detroit	49,776 59	
Track scale, West Detroit	7,217 16	
New freight house and facilities, Battle Creek	5,673 68	
Office for Division Master Mechanic, Detroit	10,415 24	
Track scales, River Rouge	6,758 26	
Bunk house for enginemmen, Mackinaw	4,435 36	
Paint storehouse building, West Detroit	5,938 92	
Other various improvements	4,905 80	\$2,271,745 18

*Roadway and bridge improvements*

Cribbing river front, Detroit	\$60,519 09	
Belt Line extension	5,024 23	
Ballast	23,902 40	
Increased weight of rail and track fastenings	106,577 24	
East-bound passing track, Porter	3,106 05	
Freight house tracks, Dearborn	8,884 64	
Passing track, Detroit	10,812 27	
Holden Avenue team track, Detroit	9,089 84	
Coaling station track, Detroit	3,993 59	
West-bound passing track, Crisman	6,093 79	
West-bound passing track, Bottsford	9,405 81	
New round house tracks, Battle Creek	8,718 24	
Bridge over Chicago River	54,812 41	
Renewing draw bridge, River Bouge	73,976 24	
Bridge 23.71, Ypsilanti	28,962 20	
Miscellaneous bridge improvements	5,274 73	
Route locking, West Detroit	4,005 78	
Interlocker, Detroit	43,967 81	
Installing telegraph cables	8,554 87	
Additional telephone and telegraph facilities, Jaxon to Michigan City	10,259 14	
Assessments for public improvements	22,493 24	
Miscellaneous signal and other improvements	18,080 77	528,448 29

*Elimination of grade crossings, Detroit*

21,425 59

Net increase in road expenditures (*carried forward*)

\$2,821,619 06



*The Michigan Central Railroad Company*DETAIL OF EXPENDITURES FOR IMPROVEMENTS TO PROPERTY (*concluded*)

			<i>Brought forward</i> \$2,821,619 06
<i>Trust equipment</i>			
EQUIPMENT ADDED, including betterments:			
Steam locomotives	\$50,778 99		
Passenger-train cars, 10 put in service	201,102 81		
Freight-train cars, 183 put in service	804,795 63	\$1,056,677 43	
EQUIPMENT RETIRED:			
Steam locomotives, adjustments	\$11,365 11		
Passenger-train cars, adjustments	941 27		
138 freight-train cars	733,651 81		
Work equipment, adjustments	2,722 50	748,680 69	
	Net increase in trust equipment		\$307,996 74
<i>Equipment assigned by the United States Railroad Administration</i>			
EQUIPMENT ADDED, including betterments:			
Steam locomotives		\$676 29	
Freight-train cars, 1,173 put in service		3,516,581 00	
	Net increase in allocated equipment		3,517,257 29
			\$3,825,254 03
<i>Owned equipment</i>			
EQUIPMENT ADDED, including betterments and partial payments:			
Steam locomotives	\$155,127 81		
Passenger-train cars	19,129 36		
Freight-train cars, 736 put in service	580,621 13		
Work equipment, 3 put in service	40,414 08		
Miscellaneous equipment	2,066 87	\$797,359 25	
EQUIPMENT RETIRED:			
16 steam locomotives	\$142,952 75		
12 passenger-train cars	78,988 47		
1,547 freight-train cars	566,739 36		
63 pieces of work equipment	27,952 50		
Miscellaneous equipment, adjustments	297 44	816,930 52	
	Net decrease in owned equipment		19,571 27
	Net increase in equipment investment		3,805,682 76
	Net increase in road and equipment investment during the year		\$6,627,301 82
<i>Improvements on leased or controlled railway property</i>			
<i>Improvements in station, yard and terminal facilities</i>			
Round house and shops, Joliet		\$107,517 19	
Battery for automatic switch board, Tunnel Division		\$1,642 22	
Building for storing charcoal, Tunnel Division		1,142 83	
Hydraulic elevator pump, Tunnel Division		2,048 42	
Generator in sub-station, Tunnel Division		4,787 78	\$117,138 44
<i>Roadway and bridge improvements</i>			
Increased weight of rail and track material		\$11,272 97	
Additional telephone and telegraph facilities		4,585 14	
Safety gates, Chicago Heights		1,141 09	
Three storage tracks, Joliet		9,938 10	
Roundhouse tracks, Joliet		32,186 86	
Crossover, passing track, Hartsdale		3,950 87	
Constructing double track, Lansing		1,630 19	
Interlocker, Battle Creek		2,000 00	
Signal changes, Fairfax		450 54	
Stand pipe, Homer		867 81	
Bridge No 77		620 24	
Concrete driveway, American Express, Tunnel Division		249 24	68,893 05
	Net increase in account "Improvement on leased railway property"		\$186,031 49



*The Michigan Central Railroad Company*DEDUCTIONS FROM GROSS INCOME (*concluded*)

	<i>Brought forward</i>	\$5,173,570 76
<i>Other deductions</i>		
Corporate general expenses		\$146,699 41
War taxes accrued		719 59
Miscellaneous rents		8,113 86
Miscellaneous tax accruals		7,421 76
Separately operated properties—loss		
Indiana Harbor Belt Railroad		57,577 60
Interest on unfunded debt		1,615,304 29
Amortization of discount on funded debt		30,934 77
Maintenance of investment organization		2,344 54
Miscellaneous income charges		19,880 39
		<hr/>
Total deductions from gross income		\$7,062,566 97

*DIVIDENDS*

Payable July 29, 1919, out of accumulated surplus, 2% on \$18,736,400 capital stock		\$374,728 00
Payable January 29, 1920, out of accumulated surplus, 2% on 18,736,400 capital stock		374,728 00
		<hr/>
Total	4%	\$749,456 00

*CAPITALIZATION**Capital stock*

Number of shares authorized	187,380	Par value authorized	\$18,738,000 00
	<hr/>		<hr/>
Number of shares issued	187,380	Par value issued	\$18,738,000 00
Number of shares held by company	16	Par value held by company	1,600 00
	<hr/>		<hr/>
Number of shares actually outstanding	187,364	Par value actually outstanding	\$18,736,400 00
	<hr/>		<hr/>
Par value per share	\$100.00	Dividend for the year	4 per cent

Amount of capital stock per mile of road owned (1,182.84 miles) \$15,841.53

## Annual Report

## CAPITALIZATION (concluded)

## Funded debt

	Date of issue	Date of maturity	Amount of authorized issue	Amount issued and now outstanding	Rate of interest	Payable on the first day of
<b>MORTGAGE BONDS</b>						
Michigan Central Railroad Co first	1902	May 1, 1952	\$18,000,000 00	\$18,000,000 00	3½%	{ May and November
Michigan Central Railroad Co refunding and improvement	1917	Jan. 1, 1947	6,171,000 00	6,171,000 00	4½%	{ January and July
Grand River Valley Railroad Co first	1909	Sept. 1, 1959	4,500,000 00	1,500,000 00	4%	{ March and September
Detroit and Bay City Railroad Co first	1881	Mar. 1, 1931	4,000,000 00	4,000,000 00	5%	{ March, June, September & December
Kalamazoo and South Haven Railroad Co first	1889	Nov. 1, 1939	700,000 00	700,000 00	5%	{ May and November
Michigan Air Line Railroad Co first	1890	Jan. 1, 1940	2,600,000 00	2,600,000 00	4%	{ January and July
Jackson Lansing and Saginaw Railroad Co first	1901	Sept. 1, 1951	2,000,000 00	1,699,000 00*	3½%	{ March and September
Joliet and Northern Indiana Railroad Co first	1907	July 10, 1957	3,000,000 00	1,500,000 00	4%	{ January 10 and July 10
Bay City and Battle Creek Railway Co first	1889	Dec. 1, 1939	1,800,000 00	49,000 00†	3%	{ June and December
Toledo Canada Southern and Detroit Railway Co first	1906	Jan. 1, 1956	4,500,000 00	3,100,000 00	4%	{ January and July
				Total book liability		\$39,319,000 00
Less Michigan Central Railroad Co refunding and improvement mortgage bonds nominally issued and held by or for the company						6,171,000 00
				Total mortgage bonds actually outstanding		\$33,148,000 00
<b>DEBENTURE BONDS</b>						
Gold debentures	1909	April 1, 1929	\$25,000,000 00	\$7,634,000 00	4%	{ April and October
<b>EQUIPMENT TRUST OBLIGATIONS</b>						
N Y C Lines equipment trust certificates of 1907	1907	Nov. 1, 1922	\$3,906,381 73	\$781,276 33	5%	{ May and November
N Y C Lines equipment trust certificates of 1910	1910	Jan. 1, 1925	5,909,406 53	1,969,802 16	4½%	{ January and July
N Y C Lines equipment trust certificates of 1912	1912	Jan. 1, 1927	2,275,663 50	1,061,976 30	4½%	{ January and July
N Y C Lines equipment trust certificates of 1913	1913	Jan. 1, 1928	3,697,777 50	2,098,876 34	4½%	{ January and July
M C R R equipment trust certificates of 1915	1915	Oct. 1, 1930	4,500,000 00	3,300,000 00	5%	{ October and April
M C R R equipment trust certificates of 1917	1917	Mar. 1, 1932	9,000,000 00	7,800,000 00	6%	{ March and September
				Total equipment trust obligations actually outstanding		\$17,011,931 13
				Total funded debt actually outstanding		\$57,793,931 13

Amount of funded debt outstanding per mile of road owned (1,182.84 miles) \$48,860.31

\* \$301,000 purchased and retired by the Land Grant Trustees

† Balance remaining out of an issue of \$250,000

## The Michigan Central Railroad Company

## EQUIPMENT TRUSTS

The following statement shows the character of the equipment acquired under the terms of the Equipment Trust Agreements and Leases of 1907, 1910, 1912, 1913, 1915 and 1917, together with the total amount of certificates issued and the amounts now outstanding.

## N Y C LINES EQUIPMENT TRUST OF 1907

Company	Loco-motives	Passenger cars	Freight cars	Company service cars	Certificates issued for not to exceed 90 per cent of value bearing interest at 5%	Annual installments	Certificates redeemed	Balance certificates outstanding Dec. 31, 1919
N Y C R R	576	149	11,383	345	\$22,393,271 11	\$1,492,884 74	\$17,914,616 88	\$4,478,654 23
M C R R	11	17	3,487	197	3,906,381 73	260,425 45	3,125,105 40	781,276 33
C C C & St L Ry	114	18	1,522	95	3,700,347 16	246,689 81	2,960,277 72	740,069 44
TOTALS	701	184	16,392	637	\$30,000,000 00	\$2,000,000 00	\$24,000,000 00	\$6,000,000 00

## N Y C LINES EQUIPMENT TRUST OF 1910

Company	Loco-motives	Passenger cars	Freight cars	Company service cars	Certificates issued for not to exceed 90 per cent of value bearing interest at 4½%	Annual installments	Certificates redeemed	Balance certificates outstanding Dec. 31, 1919
N Y C R R	231	104	17,473	249	\$21,096,206 17	\$1,406,413 74	\$14,064,137 43	\$7,032,068 74
M C R R	135	35	3,283		5,909,406 53	393,960 44	3,939,604 37	1,969,802 16
C C C & St L Ry	84	6	1,599		2,994,387 30	199,625 82	1,996,258 20	998,129 10
TOTALS	450	145	22,355	249	\$30,000,000 00	\$2,000,000 00	\$20,000,000 00	\$10,000,000 00

## N Y C LINES EQUIPMENT TRUST OF 1912

Company	Loco-motives	Passenger cars	Freight cars	Company service cars	Certificates issued for not to exceed 90 per cent of value bearing interest at 4½%	Annual installments	Certificates redeemed	Balance certificates outstanding Dec. 31, 1919
N Y C R R	63	96	10,345	150	\$10,325,983 50	\$688,398 90	\$5,507,191 20	\$4,818,792 30
M C R R	31	1	2,497		2,275,663 50	151,710 90	1,213,687 20	1,061,976 30
C C C & St L Ry	53	27	1,493		2,398,353 00	159,890 20	1,279,121 60	1,119,231 40
TOTALS	147	124	14,335	150	\$15,000,000 00	\$1,000,000 00	\$8,000,000 00	\$7,000,000 00

## N Y C LINES EQUIPMENT TRUST OF 1913

Company	Loco-motives	Passenger cars	Freight cars	Company service cars	Certificates issued for not to exceed 90 per cent of value bearing interest at 4½%	Annual installments	Certificates redeemed	Balance certificates outstanding Dec. 31, 1919
N Y C R R	249	314	2,000		\$10,734,681 38	\$742,117 61	\$4,797,740 44	\$5,936,940 94
M C R R	88	82	740		3,697,777 50	262,359 54	1,598,901 16	2,098,876 34
C C C & St L Ry		47	1,000		1,706,775 32	116,733 71	772,905 66	933,869 66
P & L E R R			4,000		3,981,991 50	265,466 10	1,858,262 70	2,123,728 80
T & O C Ry	3		3,500		3,057,774 30	213,323 04	1,351,190 04	1,706,584 26
TOTALS	340	443	11,240		\$23,179,000 00	\$1,600,000 00	\$10,379,000 00	\$12,800,000 00

## MICHIGAN CENTRAL RAILROAD EQUIPMENT TRUST OF 1915

Company	Freight cars	Certificates issued for not to exceed 90 per cent of value bearing interest at 5%	Annual installment	Certificates redeemed	Balance certificates outstanding Dec. 31, 1919
M C R R	4,045	\$4,500,000 00	\$300,000 00	\$1,200,000 00	\$3,300,000 00

## MICHIGAN CENTRAL RAILROAD EQUIPMENT TRUST OF 1917

Company	Loco-motives	Passenger cars	Freight cars	Certificates issued for not to exceed 80 per cent of value bearing interest at 6%	Annual installment	Certificates redeemed	Balance certificates outstanding Dec. 31, 1919
M C R R	10	50	6,000	\$8,693,000 00	\$600,000 00	\$893,000 00	\$7,800,000 00

## Annual Report

## SECURITIES OWNED

## Stock

	Total amount issued	Shares owned	Par value owned
Battle Creek & Sturgis Railway Co	\$500,000 00	4,175	\$417,500 00
Canada Southern Railway Co	15,000,000 00	78,100	7,810,000 00
Chicago Kalamazoo & Saginaw Railway Co	450,000 00	2,700	270,000 00
Clifton Hotel Co, Ltd	500,000 00	150	15,000 00
Detroit Manufacturers' Railroad Co	300,000 00	1,757	175,700 00
Detroit River Tunnel Co	3,000,000 00	30,000	3,000,000 00
Detroit Terminal Railroad Co	2,000,000 00	5,000	500,000 00
Detroit Toledo & Milwaukee Railroad Co	1,060,000 00	5,300	530,000 00
Indiana Harbor Belt Railroad Co	5,000,000 00	15,000	1,500,000 00
Joliet & Northern Indiana Railroad Co	300,000 00	3,000	300,000 00
Lansing Transit Railway Co	2,000 00	10	1,000 00
Mackinac Transportation Co	65,000 00	216 $\frac{2}{3}$	21,666 67
Toledo Terminal Railroad Co	4,000,000 00	3,872	387,200 00
Toronto Hamilton & Buffalo Railway Co	4,512,500 00	9,842	984,200 00
Miscellaneous companies' stock			60,100 00
		<b>Total</b>	<b>\$15,972,366 67</b>

## Bonds

Battle Creek & Sturgis Railway Co	\$500,000 00	\$24,000 00
Chicago Kalamazoo & Saginaw Railway Co	1,268,000 00	761,000 00
Toronto Hamilton & Buffalo Railway Co	2,000,000 00	250,000 00
Toledo Terminal Railroad Co	4,386,000 00	42,000 00
United States Government 1st Liberty Loan bonds, 3 $\frac{1}{2}$ %		12,150 00
United States Government 1st Liberty Loan bonds, converted 4 $\frac{1}{4}$ %		50,350 00
United States Government 2nd Liberty Loan bonds, converted 4 $\frac{1}{4}$ %		168,900 00
	<b>Total</b>	<b>\$1,308,400 00</b>
Total par value of securities owned		<b>\$17,280,766 67</b>

The securities owned by this company are carried on its books at a value of \$9,920,709.12

## EQUIPMENT IN SERVICE

(INCLUDING EQUIPMENT OF LEASED LINES)

Locomotives	DEC. 31, 1918 Grand total	INCREASE		DECREASE		DECEMBER 31, 1919			
		Number added	Change of class	Number retired	Change of class	Grand total	Number owned	Number held under equipment trust	Number held under other form of title
For passenger service	170	—	—	4	—	166	115	51	—
Electric locomotives	10	—	—	—	—	10	10	—	—
For freight service	402*	—	—	8	—	394*	231	143	20*
For switching service	242	—	—	4	—	238	157	81	—
<b>Totals</b>	<b>824</b>	<b>—</b>	<b>—</b>	<b>16</b>	<b>—</b>	<b>808</b>	<b>513</b>	<b>275</b>	<b>20</b>

\*Includes 20 locomotives assigned to this company by the United States Railroad Administration

*The Michigan Central Railroad Company*  
EQUIPMENT IN SERVICE (concluded)

(Including equipment of leased lines)

	DEC. 31, 1918		INCREASE		DECREASE		DECEMBER 31, 1919		
	Grand total	Number added	Change of class	Number retired	Change of class	Grand total	Number owned	Number held under equipment trusts	Number held under other form of title
<i>Cars in passenger service</i>									
Passenger coaches, wood	80	—	—	1	4	75	75	—	—
Passenger coaches, steel	73	5	—	—	—	78	15	63	—
Passenger coaches, steel underframe	29	—	—	—	—	29	14	15	—
Smoking cars, wood	41	—	—	1	—	40	34	6	—
Combination passenger cars, wood	28	—	—	—	—	28	20	8	—
Combination passenger cars, steel	—	5	—	—	—	5	—	5	—
Combination passenger cars, steel underframe	4	—	—	—	—	4	2	2	—
Emigrant and excursion cars, wood	39	—	—	3	—	36	36	—	—
Dining car, wood	1	—	—	—	—	1	1	—	—
Dining cars, steel	10	—	—	—	—	10	6	4	—
Dining cars, steel underframe	11	—	—	—	—	11	7	4	—
Cafe dining coaches, wood	7	—	—	—	—	7	7	—	—
Cafe dining coaches, steel underframe	1	—	—	—	—	1	—	1	—
Buffet and cafe cars, steel	4	—	—	—	—	4	2	2	—
Buffet and cafe cars, steel underframe	2	—	—	—	—	2	1	1	—
Mail cars, wood	2	—	—	1	—	1	1	—	—
Mail cars, steel	11	—	—	—	—	11	9	2	—
Mail car, steel underframe	1	—	—	—	—	1	1	—	—
Mail and baggage cars, wood	15	—	—	1	1	13	13	—	—
Mail and baggage cars, steel	5	—	—	—	—	5	—	5	—
Mail and baggage cars, steel underframe	4	—	—	—	—	4	4	—	—
Baggage and express cars, wood	66	—	—	5	—	61	61	—	—
Baggage and express cars, steel	73	—	—	—	—	73	13	60	—
Baggage and express car, steel underframe	1	—	—	—	—	1	1	—	—
Special horse cars, wood	14	—	—	—	—	14	14	—	—
Special horse cars, steel underframe	3	—	—	—	—	3	3	—	—
29.73% of 19 cars in joint service	5	—	—	—	—	5	—	—	5*
Totals	530	10	—	12	5	523	340	178	5
<i>Cars in freight service</i>									
Box cars, wood	5,446	1	—	1,214	68	4,165	3,954	211	—
Box cars, steel underframe	4,397	1,734†	64	80	—	6,115	3,827	1,288	1,000†
Box automobile cars, wood	541	56	—	5	—	592	—	459	133
Box automobile cars, steel	4,495	—	—	5	—	4,490	260	4,230	—
Box automobile cars, steel underframe	8,587	1	—	24	—	8,564	125	8,439	—
Flat cars, wood	1,155	3	—	147	—	1,011	1,011	—	—
Flat cars, steel underframe	833	14	—	2	—	845	339	506	—
Stock cars, wood	684	37	—	42	—	679	364	—	315
Stock cars, steel underframe	250	—	—	—	—	250	—	250	—
Coal and coke cars, wood	1,316	58	—	81	54	1,239	1,239†	—	—
Coal and coke cars, steel	3,778	6	—	2	—	3,782	298	3,484	—
Coal and coke cars, steel underframe	1,750†	174†	—	1	95	1,828	124	704†	1,000†
Refrigerator produce cars, wood	165	—	—	67	—	98	98	—	—
Refrigerator produce cars, steel underframe	250	—	—	1	—	249	—	249	—
Oil transport cars, wood	9	—	—	3	—	6	6	—	—
Caboose cars	324	8	2	11	—	323	239	84	—
Totals	33,980	2,092	66	1,685	217	34,236	11,884	19,904	2,448
<i>Equipment in company's service</i>									
Officers' cars, wood	2	—	—	—	—	2	2	—	—
Officers' car, steel	1	—	—	—	—	1	1	—	—
Officers' cars, steel underframe	4	—	—	—	—	4	4	—	—
Air brake instruction car, wood	1	—	—	—	—	1	1	—	—
Ballast cars, wood	107	—	—	1	—	106	106	—	—
Ballast cars, steel underframe	198	—	—	—	—	198	—	198	—
Derrick cars	3	—	—	—	—	3	3	—	—
Coaling cranes	8	—	—	—	—	8	8	—	—
Steam wrecking cranes	7	—	—	—	—	7	7	—	—
Electric wrecking crane	1	—	—	—	—	1	1	—	—
Cinder, push, gas and oil transport cars	7	—	—	1	—	6	6	—	—
Other road cars	657	3	7	61	—	606	606	—	—
Totals	996	3	7	63	—	943	745	198	—

\*Toronto—Buffalo Line—coaches, 15; baggage and express, 4 cars

†2,000 cars assigned to the company by the United States Railroad Administration

‡Does not include 54 wooden coal cars owned, nor 95 steel underframe coal cars of 1915 Trust, leased to the Indiana Harbor Belt Railroad shown in column "Change of class"

## Annual Report

## TABLE OF TRACKS

MAIN LINE OWNED	State	MILES OF MAIN TRACK				Yards and sidings	Total
		First	Second	Third	Fourth		
Michigan Central Railroad	Detroit..... Mich and Ind state line Mich	222-78	222-78	4-27	4-38	437-35	891-56
	Mich and Ind..... Ind and Ill state line Ind	42-46	42-46	1-37	1-37	57-97	145-63
	Ind and Ill state line..... Kensington Ill	7-03	6-97	1-33	1-22	54-41	70-96
	Total main line owned	272-27	272-21	6-97	6-97	549-73	1,108-15
BRANCHES OWNED							
Air Line Branch	Jackson..... Niles Mich	103-83	-	-	-	42-69	151-97
South Bend Branch	Niles..... Mich and Ind state line " }	5-45	-	-	-	4-99	10-96
	Mich and Ind state line..... South Bend Ind	5-97	-	-	-	6-50	45-84
South Haven Branch	Kalamazoo..... South Haven Mich	39-34	-	-	-	-	-
Lansing-Mackinaw Branch	Jackson..... Mackinaw City " }	296-41	4-36	-	-	-	-
Gladwin Branch	Pinconning..... Gladwin " }	27-90	-	-	-	376-09	750-49
	Mt Forest..... Bentley " }	4-69	-	-	-	-	-
Twin Lakes Branch	Grayling..... Lewiston " }	27-26	-	-	-	-	-
Bagley Branch	Salling..... Johannesburg " }	13-78	-	-	-	-	-
North Midland Branch	Bay City W S..... Midland " }	18-18	-	-	-	8-71	26-89
East Jordan Branch	Frederic..... East Jordan " }	42-66	-	-	-	32-17	74-83
Grand Rapids Branch	Rives Jct..... Grand Rapids " }	83-82	-	-	-	23-01	106-83
Bay City Branch	Detroit..... Bay City " }	107-44	7-60	-	-	-	-
Caro Branch	Vassar..... Owendale " }	33-53	-	-	-	-	-
Saginaw Branch	Denmark Jct..... Saginaw W S " }	15-74	-	-	-	122-31	296-63
Bay City Belt Branch	At Bay City..... " }	7-01	-	-	-	-	-
Water St Spur Branch	At Bay City..... " }	3-00	-	-	-	-	-
Detroit Belt Branch	At Detroit..... " }	6-48	48	-	-	33-30	40-26
Toledo Branch	Detroit..... Mich and Ohio state line " }	46-83	3-43	-	-	82-54	132-80
	Mich and Ohio state line... CS Jet Toledo Ohio	8-91	-	-	-	45-65	59-05
Toledo Belt Branch	At Toledo..... " }	3-48	1-01	-	-	-	-
Dearborn Branch	Toledo branch to main line..... Mich	4-13	4-06	-	-	-	-
	West leg of wye at main line..... " }	78	-	-	-	2-02	15-07
	Oakwood Jct..... Dearborn " }	4-08	-	-	-	-	-
	Total branches owned	910-70	20-94	-	-	779-98	1,711-62
	Total main line and branches owned	1,182-97	293-15	6-97	6-97	1,329-71	2,819-77
LINE JOINTLY OWNED							
St Charles Air Line	At Chicago..... Ill	71	71	-	-	-	1-42
LEASED LINES							
Joliet & Northern Indiana R R	East Gary..... Ind and Ill state line Ind	15-65	-	-	-	7-19	22-84
	Ind and Ill state line..... Joliet Ill	29-35	-	-	-	28-30	57-65
St Joseph So Bend & Southern R R	So Bend..... Ind and Mich state line Ind	14-28	-	-	-	2-38	16-66
	Ind and Mich state line..... St Joseph Mich	25-92	-	-	-	5-38	31-30
New York Central Railroad	St Joseph Jct..... Benton Harbor " }	1-63	-	-	-	1-10	2-73
Detroit Toledo & Milwaukee R R	Battle Creek..... Moscow " }	47-15	-	-	-	10-87	58-02
Lansing Transit Railroad	At Lansing..... " }	1-21	-	-	-	46	1-67
Lansing Manufacturers Railroad	At Lansing..... " }	5-42	-	-	-	3-27	8-69
Bay City Belt Line RR (So Water St track)	At Bay City..... " }	1-70	-	-	-	-	1-70
Battle Creek & Sturgis Ry	Battle Creek..... Findley " }	33-99	-	-	-	3-45	37-44
St Clair & Western Railroad	St Clair..... Richmond " }	14-78	-	-	-	1-25	16-03
Canada Southern Bridge Co	Slocum Jct..... Grosse Isle " }	2-50	-	-	-	1-72	4-22
Detroit Manufacturers' R.R.	At Detroit..... " }	1-51	-	-	-	3-30	4-81
Detroit River Tunnel Co	Detroit..... International Boundary " }	1-12	1-12	-	-	15-84	18-08
	International Boundary..... Windsor Ont	1-60	1-60	-	-	7-65	10-85
Canada Southern Railway	Suspension Bridge..... Windsor " }	226-18	226-18	-	-	236-41	859-99
	Branches and spurs..... " }	154-36	16-86	-	-	-	-
	Total leased lines	578-35	245-76	-	-	328-57	1,152-68



## The Michigan Central Railroad Company

## TABLE OF TRACKS (concluded)

LINES OPERATED UNDER TRACKAGE RIGHTS	State	MILES OF MAIN TRACK				Yards and sidings	Total
		First	Second	Third	Fourth		
Pere Marquette Railroad	At Bay City (South Water St)..... Mich	·16	-	-	-	-	·16
Illinois Central Railroad	Kensington.....12th St station, Chicago Ill	14·00	14·00	-	-	-	28·00
Grand Trunk Railway	Bridgeburg.....International Boundary Ont	·32	-	-	-	-	·32
	International Boundary.....Black Rock N. Y.	·87	·52	-	-	-	1·39
Indiana Harbor Belt Railroad	At Battle Creek (Hall St)..... Mich	·20	-	-	-	-	·20
	Calumet Park.....Union Stockyards Ill	30·02	30·02	-	-	-	60·04
Manistee & No Eastern Railway	Grayling.....Jct of Portage Lake Branch Mich	2·96	-	-	-	-	2·96
London & Port Stanley Railway	St Thomas.....London Ont	14·99	-	-	-	-	14·99
New York Central Railroad	Suspension Bridge.....Buffalo N. Y.	23·84	23·84	-	-	-	47·68
	Vinewood Ave.....Beaubien St, Detroit Mich	-	2·88	-	-	-	2·88
	River Rouge.....Mich and Ohio state line "	-	43·38	-	-	-	43·38
	Mich and Ohio state line.. Toledo pass sta Ohio	10·07	9·44	-	-	-	19·51
	South Bend.....S S & S Junction Ind	2·60	-	-	-	-	2·60
Total trackage rights		100·03	124·08	-	-	-	224·11
Total operated mileage		1,862·06	663·70	6·97	6·97	1,658·28	4,197·98

## RECAPITULATION ACCORDING TO STATES

	Owned		Jointly owned		Leased		Otherwise operated		Total	
	1st track miles	All tracks miles	1st track miles	All tracks miles	1st track miles	All tracks miles	1st track miles	All tracks miles	1st track miles	All tracks miles
Michigan	1,115·12	2,533·17	-	-	136·93	184·69	3·32	49·58	1,255·37	2,767·44
Illinois	7·03	70·96	·71	1·42	29·35	57·65	44·02	88·04	81·11	218·07
Indiana	48·43	156·59	-	-	29·93	39·50	2·60	2·60	80·96	198·69
Ohio	12·39	59·05	-	-	-	-	10·07	19·51	22·46	78·56
New York	-	-	-	-	-	-	24·71	49·07	24·71	49·07
Province of Ontario	-	-	-	-	382·14	870·84	15·31	15·31	397·45	886·15
Totals	1,182·97	2,819·77	·71	1·42	578·35	1,152·68	100·03	224·11	1,862·06	4,197·98

## MILES OPERATED IN

Passenger service only	-	-	-	36·51	36·51
Freight service only	38·41	·71	16·02	46·65	101·79

## Annual Report

## JACKSON LANSING &amp; SAGINAW RAILROAD LAND GRANT FUND

OF

## THE MICHIGAN CENTRAL RAILROAD COMPANY

DETROIT, MICH, February 9, 1920

ALFRED H. SMITH, President

The Michigan Central Railroad Company

NEW YORK

DEAR SIR:

I respectfully submit herewith annual statement of the business of the Land Department of this company for the year ended December 31, 1919.

## LAND AND SALES ACCOUNT

	Acres		Amount
Unsold January 1, 1919, according to patents	11,962.94	Lands sold during the year	\$370 00
Sold during the year	120.00	Total amount due on contracts at close of year	\$997 00
Unsold at the close of the year	<u>11,842.94</u>		

The sales for the last five years were as follows:

	1915	1916	1917	1918	1919
Acres sold	1,421.90	455.00	1,432.54	1,776.97	120.00
Land sales	\$4,508.71	\$1,295.00	\$5,785.00	\$5,117.06	\$370.00
Average per acre	\$3.17	\$2.85	\$4.04	\$2.88	\$3.08

## CASH ACCOUNT

RECEIPTS		DISBURSEMENTS	
Cash on hand January 1, 1919	\$6,909 56	For taxes	\$1,446 81
From payments on land contracts and sales	1,465 50	For salaries	300 00
From interest	179 90	For expenses	9 88
		Deposited to the credit of Trustees	6,300 00
		Cash on hand December 31, 1919	498 27
Total	<u>\$8,554 96</u>	Total	<u>\$8,554 96</u>

WILLIAM HUTCHINSON

Commissioner

## LAND GRANT FUND

MESSRS. LEDYARD, RUSSEL AND BLAIR, Trustees

Balance on hand at end of 1918, as shown by report for that year	\$229 81	
Amount received from land commissioner during 1919	<u>6,300 00</u>	\$6,529 81
Bonds purchased and cancelled during the year (\$8,000 less discount \$2,240)		<u>5,760 00</u>
Cash on hand December 31, 1919		<u>\$769 81</u>

APPENDIX

---

REPORT OF OPERATIONS FOR THE YEAR 1919

OF THE

MICHIGAN CENTRAL RAILROAD

BY THE

UNITED STATES RAILROAD ADMINISTRATION

---

INCLUDED AS INFORMATION FROM REPORTS SUPPLIED BY THE FEDERAL AUDITOR

## Annual Report

REPORT OF OPERATIONS OF THE MICHIGAN CENTRAL RAILROAD BY UNITED STATES RAILROAD ADMINISTRATION FOR THE YEAR 1919  
AS REPORTED TO THE INTERSTATE COMMERCE COMMISSION

INCOME ACCOUNT				
	1919	1918	Increase	Decrease
	1,862.06 miles operated	1,861.77 miles operated	.29 miles	
<b>OPERATING INCOME</b>				
Railway operating revenues	\$78,844,385 62	\$68,520,087 06	\$10,324,298 56	
Railway operating expenses	57,841,813 86	51,070,072 12	6,771,741 74	
<b>NET REVENUE FROM RAILWAY OPERATIONS</b>	<b>\$21,002,571 76</b>	<b>\$17,450,014 94</b>	<b>\$3,552,556 82</b>	
<i>Percentage of expenses to revenues</i>				
	(73.36)	(74.53)		(1.17)
Railway tax accruals	\$2,650,000 00	\$1,899,790 41	\$750,209 59	
Uncollectible railway revenues	5,496 72	7,463 31		\$1,966 59
<b>RAILWAY OPERATING INCOME</b>	<b>\$18,347,075 04</b>	<b>\$15,542,761 22</b>	<b>\$2,804,313 82</b>	
<b>OTHER INCOME</b>				
Rent from locomotives	\$121,194 83	\$42,835 11	\$78,359 72	
Rent from passenger-train cars	40,004 01	105,080 27		\$65,076 26
Rent from work equipment	35,372 18	38,819 56		3,447 38
Joint facility rent income	245,719 75	229,268 70	16,451 05	
Income from funded securities	34,398 67		34,398 67	
Income from unfunded securities and accounts	73,307 86	85,769 80		12,461 94
Miscellaneous income	2,428,337 77	2,019,705 41	408,632 36	
<b>TOTAL OTHER INCOME</b>	<b>\$2,978,335 07</b>	<b>\$2,521,478 85</b>	<b>\$456,856 22</b>	
<b>GROSS INCOME</b>	<b>\$21,325,410 11</b>	<b>\$18,064,240 07</b>	<b>\$3,261,170 04</b>	
<b>DEDUCTIONS FROM GROSS INCOME</b>				
Hire of freight cars—debit balance	\$987,084 35	\$1,507,426 72		\$520,342 37
Rent for locomotives	82,904 09	51,994 54	\$30,909 55	
Rent for passenger-train cars	65,690 59	177,099 62		111,409 03
Rent for work equipment	6,371 91	31,889 78		25,517 87
Joint facility rents	713,142 02	583,874 57	129,267 45	
Rent for leased roads	30,000 00		30,000 00	
Interest on unfunded debt	43,004 15	12 53	42,991 62	
<b>TOTAL DEDUCTIONS FROM GROSS INCOME</b>	<b>\$1,928,197 11</b>	<b>\$2,352,297 76</b>		<b>\$424,100 65</b>
<b>NET INCOME</b>	<b>\$19,397,213 00</b>	<b>\$15,711,942 31</b>	<b>\$3,685,270 69</b>	

## DETAIL OF RAILWAY OPERATING REVENUES

UNITED STATES RAILROAD ADMINISTRATION—MICHIGAN CENTRAL RAILROAD

REVENUES FROM TRANSPORTATION				
	1919	1918	Increase	Decrease
Freight	\$51,653,910 07	\$45,949,560 41	\$5,704,349 66	
Passenger	20,070,337 14	15,901,584 70	4,168,752 44	
Excess baggage	116,914 28	98,044 45	18,869 83	
Mail	481,633 97	470,415 01	11,218 96	
Express	3,390,713 41	3,337,245 87	53,467 54	
Other passenger train	11,784 91	75,795 64		\$64,010 73
Milk	117,341 31	110,406 92	6,934 39	
Switching	898,645 72	723,886 96	174,758 76	
Special service train	13,995 84	10,488 15	3,507 69	
<b>Total</b>	<b>\$76,755,276 65</b>	<b>\$66,677,428 11</b>	<b>\$10,077,848 54</b>	

## The Michigan Central Railroad Company

## DETAIL OF RAILWAY OPERATING REVENUES (concluded)

UNITED STATES RAILROAD ADMINISTRATION—MICHIGAN CENTRAL RAILROAD

INCIDENTAL AND JOINT FACILITY	1919	1918	Increase	Decrease
Dining and buffet	\$774,618 50	\$585,505 41	\$189,113 09	
Hotel and restaurant	128,296 41	107,981 39	20,315 02	
Station and train privileges	61,924 79	54,312 79	7,612 00	
Parcel room	27,825 55	16,369 50	11,456 05	
Storage—freight	66,183 47	38,569 93	27,613 54	
Storage—baggage	18,755 76	11,530 51	7,225 25	
Demurrage	458,850 49	458,520 74	329 75	
Telegraph and telephone	2,187 83	2,246 21		\$58 38
Grain elevator	49,311 01	65,658 46		16,347 45
Stockyard	303,629 15	314,528 50		10,899 35
Rents of buildings and other property	141,913 65	142,819 80		906 15
Miscellaneous	35,814 92	28,457 82	7,357 10	
Joint facility—Cr.	20,509 40	16,673 53	3,835 87	
Joint facility—Dr.	711 96	515 64		196 32
Total	<u>\$2,089,108 97</u>	<u>\$1,842,658 95</u>	<u>\$246,450 02</u>	
Total railway operating revenues	<u>\$78,844,385 62</u>	<u>\$68,520,087 06</u>	<u>\$10,324,298 56</u>	

## DETAIL OF RAILWAY OPERATING EXPENSES

UNITED STATES RAILROAD ADMINISTRATION—MICHIGAN CENTRAL RAILROAD

MAINTENANCE OF WAY AND STRUCTURES	1919	1918	Increase	Decrease
Superintendence	\$483,419 09	\$414,814 66	\$68,604 43	
Roadway maintenance	1,255,115 93	923,212 74	331,903 19	
Tunnels and subways	21,775 66	50,869 91		\$29,094 25
Bridges, trestles and culverts	169,076 40	153,596 72	15,479 68	
Ties	729,890 29	793,275 67		63,385 38
Rails	546,804 14	79,559 78	467,244 36	
Other track material	946,094 18	520,284 96	425,809 22	
Ballast	263,611 39	199,795 33	63,816 06	
Track laying and surfacing	3,280,146 92	2,574,858 44	705,288 48	
Right-of-way fences	117,984 35	65,974 72	52,009 63	
Snow and sand fences and snowsheds	2,756 76	2,969 42		212 66
Crossings and signs	157,343 60	107,605 87	49,737 73	
Station and office buildings	357,594 58	328,539 97	29,054 61	
Roadway buildings	36,660 49	28,040 53	8,619 96	
Water stations	154,109 33	91,978 90	62,130 43	
Fuel stations	54,756 55	35,342 01	19,414 54	
Shops and engine houses	257,676 28	259,608 36		1,932 08
Grain elevators	6,912 74	8,598 69		1,685 95
Wharves and docks	9,882 86	20,545 40		10,662 54
Telegraph and telephone lines	53,204 25	85,410 37		32,206 12
Signals and interlockers	245,020 05	335,190 74		90,170 69
Power plant buildings	7,008 42	3,980 92	3,027 50	
Power substation buildings	960 60	338 25	622 35	
Power transmission systems	2,695 42	468 31	2,227 11	
Power distribution systems	22,717 86	15,681 26	7,036 60	
Power line poles and fixtures	4,135 14	2,564 17	1,570 97	
Underground conduits	78 09	332 38		254 29
Miscellaneous structures	37,585 95	11,321 66	26,264 29	
Paving	899 34	347 45	551 89	
Roadway machines	63,112 46	38,487 34	24,625 12	
Small tools and supplies	107,080 72	85,025 31	22,055 41	
Removing snow, ice and sand	91,213 51	392,716 24		301,502 73
Assessments for public improvements	3,342 50	6,139 49		2,796 99
Injuries to persons	29,928 11	26,708 67	3,219 44	
Carried forward	<u>\$9,520,593 96</u>	<u>\$7,664,184 64</u>		

## Annual Report

## DETAIL OF RAILWAY OPERATING EXPENSES (continued)

UNITED STATES RAILROAD ADMINISTRATION—MICHIGAN CENTRAL RAILROAD

MAINTENANCE OF WAY AND STRUCTURES (concluded)	1919	1918	Increase	Decrease
<i>Brought forward</i>	\$9,520,593 96	\$7,664,184 64		
Insurance	896 26	27,123 29		\$26,227 03
Stationery and printing	13,410 75	12,358 31	\$1,052 44	
Other expenses	412 52	27 00	385 52	
Maintaining joint tracks, yards and other facilities—Dr.	421,390 26	239,791 14	181,599 12	
Maintaining joint tracks, yards and other facilities—Cr.	339,623 61	238,404 48		101,219 13
<b>Total</b>	<b>\$9,617,080 14</b>	<b>\$7,705,079 90</b>	<b>\$1,912,000 24</b>	
<b>MAINTENANCE OF EQUIPMENT</b>				
Superintendence	\$369,517 94	\$314,418 41	\$55,099 53	
Shop machinery	239,570 52	234,170 69	5,399 83	
Power plant machinery	16,967 85	33,669 87		\$16,702 02
Power substation apparatus	4,135 84	2,036 16	2,099 68	
Power substation apparatus—depreciation	6,000 00	6,000 00		
Steam locomotives—repairs	4,865,838 27	4,369,789 87	496,048 40	
Steam locomotives—depreciation	426,983 95	372,358 89	54,625 06	
Steam locomotives—retirements	29,119 09	13,200 19	15,918 90	
Other locomotives—repairs	34,623 70	41,311 50		6,687 80
Other locomotives—depreciation	14,221 56	14,221 56		
Freight-train cars—repairs	6,457,553 69	4,474,429 69	1,983,124 00	
Freight-train cars—depreciation	1,240,045 86	933,604 57	306,441 29	
Freight-train cars—retirements	264,163 56	357,878 68		93,715 12
Passenger-train cars—repairs	1,260,035 51	732,225 06	527,810 45	
Passenger-train cars—depreciation	128,453 29	123,560 58	4,892 71	
Passenger-train cars—retirements	6,797 41	20,834 38		14,036 97
Work equipment—repairs	161,525 00	213,730 84		52,205 84
Work equipment—depreciation	34,537 39	31,944 25	2,593 14	
Work equipment—retirements	4,332 17	4,975 51		643 34
Miscellaneous equipment—repairs	11,724 20	7,429 34	4,294 86	
Miscellaneous equipment—depreciation	62 76	62 76		
Injuries to persons	44,882 36	36,524 42	8,357 94	
Insurance	157 06	12,412 36		12,255 30
Stationery and printing	24,701 88	23,779 84	922 04	
Other expenses	4,981 18	1,824 81	3,156 37	
Maintaining joint equipment at terminals—Dr.	23,826 39	6,914 59	16,911 80	
Maintaining joint equipment at terminals—Cr.	247 08	1,171 47	924 39	
<b>Total</b>	<b>\$15,674,511 35</b>	<b>\$12,382,137 35</b>	<b>\$3,292,374 00</b>	
<b>TRAFFIC EXPENSES</b>				
Superintendence	\$448,348 61	\$332,705 43	\$115,643 18	
Outside agencies	114,648 01	164,276 83		\$49,628 82
Advertising	29,025 86	18,147 84	10,878 02	
Traffic associations	54,156 05	24,267 29	29,888 76	
Fast freight lines	5,227 23	41,704 78		36,477 55
Industrial and immigration bureaus	5,609 99	5,056 36	553 63	
Insurance	602 93	238 44	364 49	
Stationery and printing	123,330 24	152,214 68		28,884 44
Other expenses	139 07*	378 75		517 82
<b>Total</b>	<b>\$780,809 85</b>	<b>\$738,990 40</b>	<b>\$41,819 45</b>	

\*Credit

## The Michigan Central Railroad Company

## DETAIL OF RAILWAY OPERATING EXPENSES (continued)

UNITED STATES RAILROAD ADMINISTRATION—MICHIGAN CENTRAL RAILROAD

TRANSPORTATION EXPENSES	1919	1918	Increase	Decrease
Superintendence	\$749,093 16	\$691,972 01	\$57,121 15	
Despatching trains	227,661 00	197,193 56	30,467 44	
Station employees	4,347,681 79	4,031,168 13	316,513 66	
Weighing, inspection and demurrage bureaus	56,653 76	51,547 10	5,106 66	
Station supplies and expenses	324,296 67	321,520 99	2,775 68	
Yardmasters and yard clerks	916,503 75	839,960 04	76,543 71	
Yard conductors and brakemen	2,356,548 75	2,398,351 72		\$41,802 97
Yard switch and signal tenders	252,998 09	164,687 82	88,310 27	
Yard enginemen	1,444,998 78	1,430,259 51	14,739 27	
Yard motormen	11,312 36	10,368 40	943 96	
Fuel for yard locomotives	1,614,878 92	1,814,207 75		199,328 83
Yard switching power produced	9,024 01	8,423 28	600 73	
Water for yard locomotives	66,218 52	65,389 82	828 70	
Lubricants for yard locomotives	39,420 15	34,844 88	4,575 27	
Other supplies for yard locomotives	38,830 76	42,497 02		3,666 26
Enginehouse expenses—yard	618,291 37	663,198 44		14,907 07
Yard supplies and expenses	47,550 71	46,020 26	1,530 45	
Operating joint yards and terminals—Dr.	817,762 42	552,329 60	265,432 82	
Operating joint yards and terminals—Cr.	162,572 75	120,712 57		41,860 18
Train enginemen	2,169,717 56	2,097,599 49	72,118 07	
Train motormen	69,758 77	65,313 22	4,445 55	
Fuel for train locomotives	4,599,362 49	5,097,916 61		498,554 12
Train power produced	36,243 44	36,509 93		266 49
Water for train locomotives	209,267 63	192,859 48	16,408 15	
Lubricants for train locomotives	88,357 19	95,125 01		6,767 82
Other supplies for train locomotives	65,311 38	75,360 70		10,049 32
Enginehouse expenses—train	1,161,158 69	969,100 46	192,058 23	
Trainmen	2,459,555 81	2,558,397 29		98,841 48
Train supplies and expenses	1,256,039 26	915,040 99	340,998 27	
Signal and interlocker operation	386,331 93	280,840 99	105,490 94	
Crossing protection	410,100 72	283,037 94	127,062 78	
Drawbridge operation	32,072 77	23,875 88	8,196 89	
Telegraph and telephone operation	230,841 56	185,048 46	45,793 10	
Stationery and printing	187,539 14	172,497 08	15,042 06	
Other expenses	53,845 17	66,076 42		12,231 25
Operating joint tracks and facilities—Dr.	247,891 55	131,215 39	116,676 16	
Operating joint tracks and facilities—Cr.	286,074 81	110,868 19		175,206 62
Insurance	2,754 02	11,260 98		8,506 96
Clearing wrecks	133,680 30	135,833 74		2,153 44
Damage to property	42,171 99	38,821 35	3,350 64	
Damage to live stock on right of way	5,299 02	5,702 78		403 76
Loss and damage—freight	1,959,677 40	1,407,922 39	551,755 01	
Loss and damage—baggage	3,139 61	6,803 75		3,664 14
Injuries to persons	175,655 66	229,498 68		53,843 02
<b>Total</b>	<b>\$29,506,855 47</b>	<b>\$28,214,018 58</b>	<b>\$1,292,836 89</b>	
<b>MISCELLANEOUS OPERATIONS</b>				
Dining and buffet service	\$681,088 22	\$524,932 77	\$156,155 45	
Hotels and restaurants	117,228 13	99,345 47	17,882 66	
Grain elevators	54,295 77	71,344 45		\$17,048 68
Stockyards	187,281 05	204,278 69		16,997 64
<b>Total</b>	<b>\$1,039,893 17</b>	<b>\$899,901 38</b>	<b>\$139,991 79</b>	

## Annual Report

## DETAIL OF RAILWAY OPERATING EXPENSES (concluded)

UNITED STATES RAILROAD ADMINISTRATION—MICHIGAN CENTRAL RAILROAD

GENERAL EXPENSES	1919	1918	Increase	Decrease
Salaries and expenses of general officers	\$59,965 26	\$77,187 22		\$17,221 96
Salaries and expenses of clerks and attendants	704,328 08	557,899 03	\$146,429 05	
General office supplies and expenses	40,198 58	40,786 81		588 23
Law expenses	109,584 35	119,668 46		10,084 11
Insurance	625 44	469 66	155 78	
Pensions	109,953 36	83,392 25	26,561 11	
Stationery and printing	81,256 61	82,143 95		887 34
Valuation expenses	227,204 50	141,214 16	85,990 34	
Other expenses	13,627 63	46,742 93		33,115 30
General joint facilities—Dr.	1,105 11	294 89	810 22	
Total	<u>\$1,347,848 92</u>	<u>\$1,149,799 36</u>	<u>\$198,049 56</u>	
TRANSPORTATION FOR INVESTMENT—CR.	<u>\$125,185 04</u>	<u>\$19,854 85</u>		<u>\$105,330 19</u>
Total railway operating expenses	<u>\$57,841,813 86</u>	<u>\$51,070,072 12</u>	<u>\$6,771,741 74</u>	

## RATIO OF RAILWAY OPERATING EXPENSES, BY GROUPS, TO RAILWAY OPERATING REVENUES

	1919	1918
Maintenance of way and structures	12-20	11-24
Maintenance of equipment	19-88	18-07
Traffic expenses	-99	1-08
Transportation expenses	37-42	41-18
Miscellaneous operations	1-32	1-31
General expenses	1-71	1-68
Transportation for investment—Cr.	-16	-03
Total	<u>73-36</u>	<u>74-53</u>

## RAILWAY TAX ACCRUALS

UNITED STATES RAILROAD ADMINISTRATION—MICHIGAN CENTRAL RAILROAD

## ON THE VALUE OF REAL AND PERSONAL PROPERTY

Michigan	\$1,338,626 36	
Indiana	135,366 01	
Illinois	88,310 02	
Ohio	39,638 56	
New York	5,712 95	
Canada	127,331 29	\$1,734,985 19
RAILROAD COMMISSIONERS' ASSESSMENTS, OHIO		1,741 56
FEDERAL GOVERNMENT INCOME TAX		16,100 00
CANADIAN WAR TAX		897,173 25
Total railway taxes accrued		<u>\$2,650,000 00</u>



## The Michigan Central Railroad Company

## MILEAGE STATISTICS

UNITED STATES RAILROAD ADMINISTRATION—MICHIGAN CENTRAL RAILROAD

## TRAIN MILEAGE

	1919	1918	Increase	Decrease
REVENUE SERVICE				
Freight train-miles	5,988,149	6,974,253		986,104
Passenger train-miles	5,961,698	5,738,171	223,527	
Other passenger train-miles	871,838	856,676	15,162	
Mixed train-miles	418,991	478,172		59,181
Special train-miles	3,804	3,601	203	
Total revenue train mileage	13,244,480	14,050,873		806,393
Non-revenue train-miles	196,228	271,701		75,473
Total train mileage	13,440,708	14,322,574		881,866

## LOCOMOTIVE MILEAGE

	1919	1918	Increase	Decrease
REVENUE SERVICE				
Freight locomotive-miles	6,707,595	8,439,878		1,732,283
Passenger locomotive-miles	7,126,345	6,896,435	229,910	
Mixed locomotive-miles	418,172	473,229		55,057
Special locomotive-miles	4,104	3,777	327	
Train switching locomotive-miles	447,635	500,136		52,501
Yard switching locomotive-miles	6,258,860	7,343,777		1,084,917
Total revenue locomotive mileage	20,962,711	23,657,232		2,694,521
Non-revenue locomotive-miles	486,354	626,533		140,179
Total locomotive mileage	21,449,065	24,283,765		2,834,700

## CAR MILEAGE

	1919	1918	Increase	Decrease
REVENUE SERVICE				
Freight-train car-miles				
Freight cars—loaded	217,199,933	229,539,953		12,340,020
Freight cars—empty	82,102,204	92,458,089		10,355,885
Caboose cars	6,098,640	7,092,225		993,585
Total freight-train car-miles	305,400,777	329,090,267		23,689,490
Passenger-train car-miles				
Passenger cars	15,431,176	14,261,499	1,169,677	
Sleeping, parlor and observation cars	21,078,937	17,246,568	3,832,369	
Dining cars	3,135,410	3,174,095		38,685
Other passenger-train cars	20,931,407	23,022,844		2,091,437
Total passenger-train car-miles	60,576,930	57,705,006	2,871,924	
Mixed-train car-miles				
Freight cars—loaded	3,065,855	2,898,994	166,861	
Freight cars—empty	802,037	842,655		40,618
Caboose cars	53,841	30,325	23,516	
Passenger cars	676,718	817,238		140,520
Sleeping, parlor and observation cars	364	4,744		4,380
Other passenger-train cars	309,759	230,517	79,242	
Dining cars		423		423
Total mixed-train car-miles	4,908,574	4,824,896	83,678	
Special-train car-miles				
Freight cars—loaded	66,884	44,963	21,921	
Caboose cars	3,804	3,733	71	
Total special-train car-miles	70,688	48,696	21,992	
Total revenue car mileage	370,956,969	391,668,865		20,711,896
Non-revenue car-miles	1,496,569	1,955,941		459,372
Total car mileage	372,453,538	393,624,806		21,171,268

## Annual Report

## TRAFFIC STATISTICS

UNITED STATES RAILROAD ADMINISTRATION—MICHIGAN CENTRAL RAILROAD

## DESCRIPTION OF REVENUE FREIGHT MOVED

	1919 Tons	1918 Tons	Increase Tons	Decrease Tons
<b>PRODUCTS OF AGRICULTURE</b>				
Grain	962,381	1,185,728		- 223,347
Flour	369,229	419,755		50,526
Other mill products	342,646	335,302	7,344	
Hay	103,712	195,042		91,330
Tobacco	12,459	16,941		4,482
Cotton	25,460	53,930		28,470
Fruit and vegetables	880,565	781,241	99,324	
Other articles	151,928	205,901		53,973
Total	2,848,380	3,193,840		345,460
<b>PRODUCTS OF ANIMALS</b>				
Live stock	272,557	352,457		79,900
Dressed meats	502,647	420,866	81,781	
Other packing house products	365,010	502,081		137,071
Poultry, game and fish	72,818	70,036	2,782	
Wool	22,074	15,215	6,859	
Hides and leather	53,039	52,090	949	
Other articles	239,788	227,700	12,088	
Total	1,527,933	1,640,445		112,512
<b>PRODUCTS OF MINES</b>				
Anthracite coal	1,567,011	1,282,224	284,787	
Bituminous coal	4,461,950	7,847,924		3,385,974
Coke	399,574	512,113		112,539
Ores	59,985	167,594		107,609
Stone, sand and other like articles	2,321,637	1,966,815	354,822	
Other articles	543,430	642,588		99,158
Total	9,353,587	12,419,258		3,065,671
<b>PRODUCTS OF FORESTS</b>				
Lumber	2,249,645	2,034,466	215,179	
Other articles	389,990	492,627		102,637
Total	2,639,635	2,527,093	112,542	
<b>MANUFACTURES</b>				
Petroleum and other oils	574,735	685,102		110,367
Sugar	184,499	194,232		9,733
Naval stores	8,240	19,370		11,130
Iron: pig and bloom	351,659	472,766		121,107
Iron and steel rails	29,338	50,402		21,064
Other castings and machinery	710,976	787,861		76,885
Bar and sheet metal	1,180,384	973,432	206,952	
Cement, brick and lime	1,101,429	706,042	395,387	
Agricultural implements	146,916	108,276	38,640	
Wagons, carriages, tools, etc	1,146,680	768,284	378,396	
Wines, liquors and beers	29,869	68,201		38,332
Household goods and furniture	125,854	111,924	13,930	
Other articles	2,442,612	2,926,541		483,929
Total	8,033,191	7,872,433	160,758	
<b>MISCELLANEOUS</b>				
Other commodities not previously mentioned	2,175,384	2,000,057	175,327	
Total	26,578,110	29,653,126		3,075,016

## The Michigan Central Railroad Company

## TRAFFIC STATISTICS (concluded)

UNITED STATES RAILROAD ADMINISTRATION—MICHIGAN CENTRAL RAILROAD

FREIGHT	1919	1918	Increase	Decrease
Tons of revenue freight carried	23,578,110	29,653,126		3,075,016
Tons of company freight carried	2,890,851	2,676,316	214,535	
Total tons of freight carried	29,468,961	32,329,442		2,860,481
Tons of revenue freight carried one mile	4,718,763,911	5,203,158,096		484,394,185
Tons of company freight carried one mile	197,206,300	155,725,149	41,481,151	
Total tons of freight carried one mile	4,915,970,211	5,358,883,245		442,913,034
Miles of road operated in freight service	1,825.55	1,825.26	.29	
Tons of revenue freight carried one mile per mile of road	2,584,845	2,850,639		265,794
Tons all freight carried one mile per mile of road	2,692,871	2,935,956		243,085
Average distance haul of one ton of revenue freight	miles 178	miles 175	miles 3	
Average distance haul of one ton of all freight	miles 167	miles 166	miles 1	
Average number of tons of revenue freight per train mile	736	698	38	
Average number of tons of all freight per train mile	767	719	48	
Average number of tons of revenue freight per loaded car mile	21.42	22.39		.97
Average number of tons of all freight per loaded car mile	22.32	23.06		.74
Average number of freight cars per train mile	47.32	43.71	3.61	
Average number of loaded cars per train mile	34.38	31.19	3.19	
Average number of empty cars per train mile	12.94	12.52	.42	
Total freight revenue	\$51,653,910.07	\$45,949,560.41	\$5,704,349.66	
Average amount received for each ton of freight	\$1.94	\$1.55	\$0.39	
Average revenue per ton per mile	cents 1.095	mills 8.83	mills 2.12	
Average revenue per mile of road	\$28,294.99	\$25,174.25	\$3,120.74	
Average revenue per train mile	\$8.06	\$6.17	\$1.89	
PASSENGER				
Number of interline passengers carried	2,036,824	1,617,737	419,087	
Number of local passengers carried	3,943,492	3,752,469	191,023	
Number of commutation passengers carried	444,450	586,830		142,380
Total number of revenue passengers carried	6,424,766	5,957,036	467,730	
Total number of revenue passengers carried one mile	704,799,144	588,696,347	116,102,797	
Miles of road operated in passenger service	1,760.27	1,760.11	.16	
Number of revenue passengers carried one mile per mile of road	400,393	334,465	65,928	
Average distance each revenue passenger carried	miles 109.70	miles 98.82	miles 10.88	
Average number of passengers per train mile	110	95	15	
Average number of passengers per car mile	19	18	1	
Average number of passenger cars per passenger train mile	9	9		
Total passenger revenue	\$20,070,337.14	\$15,901,584.70	\$4,168,752.44	
Average amount received from each passenger	\$3.12	\$2.67	\$0.45	
Average revenue per passenger per mile	cents 2.848	cents 2.701	cents .147	
Total passenger service train revenue	\$24,188,725.02	\$19,993,492.59	\$4,195,232.43	
Average passenger service train revenue per mile of road	\$13,741.49	\$11,358.20	\$2,382.26	
Average passenger service train revenue per train mile	\$3.34	\$2.83	\$0.51	
TOTAL TRAFFIC				
Operating revenues	\$78,844,385 62	\$68,520,087 06	\$10,324,298 56	
Operating expenses	57,841,813 86	51,070,072 12	6,771,741 74	
Net operating revenue	\$21,002,571 76	\$17,450,014 94	\$3,552,556 82	
Average mileage of road operated	1,862.06	1,861.77	.29	
Operating revenues per mile of road	\$42,342 56	\$36,803 73	\$5,538 83	
Operating expenses per mile of road	31,063 35	27,430 92	3,632 43	
Net operating revenue per mile of road	\$11,279 21	\$9,372 81	\$1,906 40	

